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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Mining Operations at Sorge/Settendorf

1. Ore mining in Sorge-Sued was almost stopped in early January 1954. Work was continued with three excavators northwest of Sorge-Sued between Sorge-Settendorf and Gross Kundorf. Most of the ore mined there is grade III quality, and is trucked to the Teichwolframsdorf railroad station.
2. Mining operations at Sorge-Nord were extended as far as Culmitzsch and Friedmannsdorf to the north and Wolframsdorf, which belongs to Truenzig, to the northeast. Surface work and ore mining were in full swing. Difficulties because of the failure of pumps were experienced when frost set in. The ore mining level at this place was about 16 meters underneath the surface and the terrain was at a lower level than at Sorge-Sued. Six pumps worked continuously to keep the working level dry. Four excavators were working at Sorge-Nord. Top waste layer and ore were carried on an electric field railroad line to the new railroad shipping station at Truenzig, where the quality of the material was determined. The ore proved to be nearly all of grade III quality; no grade I ore was found.
3. In December 1953, grade III ore shipped from Teichwolframsdorf daily averaged about 15 carloads which had arrived on open tippers from Sorge-Sued. Ore shipments were to cease after termination of ore mining in Sorge-Sued. One of the provisional ore bunkers had already been dismantled. On Sunday 29 November 1953, a total of 40 boxcars were loaded with grade II ore. This ore had arrived from the ore dump in Sorge-Sued in Soviet trucks with Soviet drivers. Grade II ore is henceforth to be dispatched only by special trains under escort to Frankfurt/Oder via Zwickau. All cars loaded with grade II ore were marked Vorsicht, Glas. In January 1954, loading of grade III ore averaged 8 gondola cars per shift, or 24 cars per day, as work was done in three shifts.

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4. The Truenzig loading plant is a fully automatic installation. The V-dump cars using the three tracks of the electric narrow-gauge railroad line arrive at the ore testing point, where the material is sorted into grade II and grade III ore or rubbish, i.e. rock containing no uranium ore. The switches were worked automatically from the testing stand and the V-dump cars were directed to their respective ore bunkers or to the new rubbish dump. As the storage bunker for grade II ore was full at the reported period, grade II ore was stored in the open. Only grade III ore was daily shipped during the period of observation; the daily average was about 250 gondola cars. Loading was a rapid operation as two tracks passed underneath the ore bunkers. A third track was used only for shunting operations. The trains were dispatched to Grossen via Zwickau. The marshaling yard in Zwickau is always jammed with ore trains, as the trains coming from Kirchberg, south of Zwickau, also pass through Zwickau. On 4 December 1953, an ore train consisting of 60 cars and 2 escort cars occupied by Soviet soldiers and placed at the center and at the end of the train, passed through Zwickau en route from Kirchberg to Frankfurt/Oder. 2. All cars, which probably carried grade II ore, were marked Vorsicht, Glas! Ore pits of the Wismut AG are allegedly located near Kirchberg. In early January 1954, about 60 cars were loaded with grade III ore in each of the three 8-hour shifts. The ore was dispatched in special trains to Grossen. No grade II ore had been shipped recently. Grade II ore was shipped separately. Trains carrying grade III ore were not escorted by Soviet soldiers.
5. Four excavators removed the top waste layer which was up to five meters thick in Gauern. A total of 25 tippers were available at each shift for the removal of earth. Work was done in three shifts. This open cut area, which was being expanded, was under the administration of Object No. 90 in Sorge. Labor, machinery and tools were also supplied by the Sorge administration. The tippers were made available by the Teichwolframsdorf garage. The daily shipment in Seeligenstadt of grade III ore from Gauern averaged 8 to 10 cars.
6. An experimental shaft has been built at Neukirchen between Werdau and Crimitschau. So much ore was found that it was decided to build a large pit there. The terrain between the road to Werdau, the Koppertal dam, west of Langenhessen, and the road to Ronneburg had already been declared a prohibited area and marked as property of the Wismut AG. The garage in Werdau, which previously had been used by Object No. 11, was vacated for the new installation, which allegedly was scheduled to start working on 1 January 1954. The laborers engaged in preparatory work came from Oberschlema.

Mining Operations near Ronneburg.
The Lichtenberg Mine.

7. The labor force at this mine was increased to about 350 persons. New workmen were hired, many of whom were taken over from Object No. 30 in Saalfeld. The new ore testing station for V-dump cars was put into operation on the premises of the pit. Main hauling work was still done on the 30-meter level. Grade II ore was chiefly extracted there, although some grade III and a small amount of grade IV ore was also found. Large quantities of ore were found there. Ten cars of alleged grade I uranium ore were hauled there in December 1953, but this ore was later rated as only good grade II ore by the Soviets. The reason for this decision was that it would have been too cumbersome to package grade I ore and forward it by special transport under escort. A special working face was being built at Lichtenberg by a special brigade of 16 men, who had previously worked at Object No. 30 in Dietrichshuette. Hauling work on level 1 was in full swing. Grade II and grade III ore and occasionally grade IV ore, were extracted on this level. Only one brigade consisting of 2 men per shift

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hauling grade III and grade IV ore in an underground gallery. Rubbish was dumped in old shafts. Some other ore layers allegedly existed on this level which, however, were not being exploited because of a shortage of hauling facilities. Only exploration operations were carried out on level 3. Grade III and grade IV ore was found on the main and underground ways, while grade II ore was but rarely found. Driving work was done in the eastern and western galleries. The western gallery was put into operation again on 1 December 1953. Driving was performed by overhead shoveling machines. Manual digging was done only until the excavator was set going. In December 1953, driving operations had reached 230 meters, against 220 meters in November, and many underground passageways had to be used. Grade IV ore was dumped on the heap, which had reached an enormous height. Grade II and grade III ore was dumped on heaps only in case of heavy production. It was carried off when output had temporarily dropped with the result that the heaps were relatively small.

Central Mine In Schmirchau

3. Main extraction at this mine was on the 30-meter level. Grade II and grade III ore and, in exceptional cases, grade IV ore were found on this level. In addition, ore was extracted also on level 1 (60 meters), which mainly yield grade III ore. Preparatory work on level 2 with underground roads and projections was under way. The fire in the pit could be put out entirely. Grade IV ore was dumped on the heap, and grade II and grade III ore was handled in the same manner as in Lichtenberg.
9. The grade II and III ore extracted in Lichtenberg and Schmirchau was exclusively loaded in Ronneburg. Information mentioning a second shipping station was not confirmed. All the ore was carried to the freight depot on tippers and transferred to open platform cars and dispatched to Crossen. A total of 50 cars were loaded daily. Approximately half of the ore shipped was of grade II, the remainder of grade III. The two qualities of ore were shipped separately.
10. Object No. 90 took over the personnel and material of Object No. 30, which allegedly had been employed in the Saalfeld, Ilmenau and Probstzella areas. An underground working mine was in Dietrichshuetle west of Saalfeld. The personnel of the mine is said to have been reduced by about one third, because the ore yield was poor and, in addition, exploitation was rather difficult during the winter season because of quarry operation. A large number of workers had to be dismissed and specialists were transferred to other shafts belonging to Object No. 90.

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11. In January 1954, two new experimental shafts were scheduled to be built near Stolzenburg, east of Ronneburg.
12. Effective 31 December 1953, the Rudolstadt Wismut AG was dissolved. A staff of three was engaged in winding-up business. The Saalfeld Wismut AG had been dissolved four weeks before this date.

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1. Comment. Ore shipments from Teichwolframsdorf to the USSR in 1953 have not been confirmed. Ore shipments from the Teichwolframsdorf - Langenbornsdorf district were always dispatched to one of the German dressing plants.
2. Comment. No previous information has been received on ore mining activities near Kirchberg. No trains of 60 carloads of ore dispatched to Frankfurt/Oder had been observed. the maximum permissible gross weight of transit shipments through Poland is 1,100 tons, equivalent to 45 carloads of ore and one car for escort personnel.

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